## 7

#### By Popular Request, (cont.)



Figure 3A: Existing conditions at Dinner Gulch



Figure 3B: Visual simulation of reduced radius curve at Dinner Gulch



Figure 4A:
Existing conditions at one of the narrower sections of roadway



Figure 4B:
Visual simulation of proposed project to widen section to 2 lanes

As found at Dinner Gulch (figure 3A), tight horizontal curves for one car lane currently follow the ravine contours, reducing safe driving speeds. As seen in figure 3B, the project proposes to pull out the curve for a gentler curve radius, allowing more consistent traveling speeds and widening the road to one lane in either direction. Also, the area between the existing road and the new road would be filled. The fill in the ravine would be sculpted to provide a channel for the drainage and blended with existing cut slopes so that the slopes appear natural around the ravine. The gentler slopes would promote the quick reestablishment of native plants and potential wetland habitat areas.

Figure 4A depicts one of the narrower one-lane portion (as narrow as 10 feet [3.3 meters] wide) of Segment 5. The proposed project, as simulated in

figure 4B, illustrates how the roadway would be cut into the slope with a gentle curving alignment providing open vistas where there are currently forested areas. The slopes would be stabilized and the flat areas at the base of the slopes would be revegetated. Some portions of the road would require a guardrail.

#### And the Mountain Does NOT Come Tumbling Down

Everyone has seen old movies of rock blasting where there is a huge explosion and rocks go flying through the air. But modern rock blasting is a very different process. This method requires a calculated plan based on geologic studies, the density of the rock, the amount of material to be removed, and other variables. This method also places a high emphasis on the safety by continuing and controlling the process tightly.

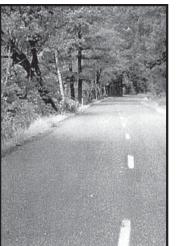
Here's how blasting works. A series of holes are drilled along a rock slope plain to form a fracture

line. The explosives are then placed in the holes and set off with an air-pressure device in sequence to direct the stress along the series of holes for a limited depth. During the blast, the rock lifts slightly and settles back in place. The material is then removed with backhoes and bulldozers before the next shelf is blasted. Because some material may roll on to the roadway below, the road would be closed during blasting operations. This blasting technique may be required within Segments 4 and 5 of the project.

#### **Current Assessment of Potential Project Impacts**

While the results are not final, please review our current assessment of potential project impacts.

	Alternative 1: No Action	Alternative 2: Improved Roadway	
Resource	Impacts	Construction Impacts (Short Term)	Operational Impacts (Long Term)
Traffic	No Effect	Effect: Traffic delays	Beneficial Effect: Improved safety
Land Use	No Effect	No Effect	No Effect
Community	Effect: Potential to lose accessibility	Effect: Less ease of circulation and movement	Beneficial Effect: Increase of long-term economic viability through improved access
Economic	Effect: Potential to lose economic viability if roadway becomes more impassible	Effect: Delays in daily deliveries and access to tourism destinations  Beneficial Effect: Creates jobs and brings money into the community through construction workers spending	Beneficial Effect: Increase of long-term economic viability through improved access
Noise	No Effect	<i>Effect</i> : Temporary construction noise disturbance	No Effect
Air Quality	No Effect	Effect: Temporary dust	No Effect
Water Quality	Effect: Ongoing erosion into waterways	<i>Effect</i> : Potential temporary impacts will require preventative measures	Beneficial Effect: Reduction of erosion into waterways
Wetlands	Effect: Ongoing erosion into wetlands	Effect: Impacts to several small wetlands totalling less than a half acre (new wetlands will be created as mitigation)	Beneficial Effect: Net increase in wetland area
Floodplains	Effect: Road remains in the 100-year floodplain	Effect: Temporary work inside floodplain	Beneficial Effect: Road will be raised outside of floodplain
Invasive Weeds	Effect: Some transport of weeds by motor vehicles	Effect: Potential to spread weeds will require preventative measures	Effect: Some transport of weeds by motor vehicles
Visual and Aesthetics	No Effect	Effect: Cut and fill activities are expected to create visual impacts	Effect: Replacement vegetation will take several years to mature
Historic & Archaeology	No Effect beyond existing effects	Effect: May affect 1 site	Effect: Potential loss of 1 site
Wildlife			
Threatened and Endangered Species	No Effect beyond existing effects	Effect: Construction noise may affect bald eagle and spotted owl; disturbance of habitat for Trinity bristlesnail, bald eagle, and spotted owl; some disturbance within Northern spotted owl critical habitat	Effect: Replacement vegetation will take several years to mature
Species of Concern	No Effect beyond existing effects	Effect: Disturbance of habitat for flammulated owl; and minor impacts to foothill yellow-legged frog, northwestern pond turtle, and American dipper habitats	Effect: Replacement vegetation will take several years to mature
U.S. Forest Service Survey and Management Species	No Effect beyond existing effects	Effect: Disturbance of habitat for hooded lancetooth snail and Trinity shoulderband snails	Effect: Replacement vegetation will take several years to mature



#### Hyampom Road Will Follow both CEQA and NEPA Processes

The California Environmental Quality Act (CEQA) applies to all discretionary activities proposed to be carried out or approved by California public agencies. Likewise, the National Environmental Policy Act (NEPA) applies to all federal actions. For Hyampom Road the FHWA will provide construction funding and oversight and the County will participate by acquiring rights-of-way and will provide future maintenance of Hyampom Road, so both environmental processes will be followed.

Trinity County will assume the lead agency role in managing the CEQA process. A Notice of Preparation was released by Trinity County on May 25, 2004 to solicit

comments on the proposed project. The County will use the federal NEPA document in place of a

**CEQA Environmental Impact** 

Report (EIR) or a joint CEQA/NEPA document will be prepared. Either way, there will be a single environmental document and only one public comment period for both CEQA and NEPA processes. Stay tuned for public review of the environmental document this winter.

# We've Moved!



PLEASE NOTE: As of June 21, 2004, the Federal Highway Administration Office has a new address: Federal Highway Administration Attention: Stephanie Popiel 12300 W. Dakota Avenue, Ste 280 Lakewood, CO 80228 You can reach Stephanie Popiel, Staff Environmental Engineer, directly, at her new phone number: (720) 963-3690. Her e-mail address is the same: Stephanie.Popiel@fhwa.dot.gov.

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WEAVERVILLE, CA 96093-2490 P.O. BOX 2490 C/O TRINITY COUNTY DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION ATTN: MS. STEPHANIE POPIEL



TRINITY COUNTY

# HYAMPOM ROAD PROJECT California Forest Highway 114, Hyampom Road Shoots Trinity National Enrest

#### By Popular Request, Visual Simulations of the Proposed **Reconstructed Hyampom Road**

Four key project locations were selected to visually portray the relative change along Hyampom Road as a result of roadway reconstruction. The visual simulations reflect the



Existing conditions along Hayfork Creek in



Figure 1B: Visual simulation of proposed project in Segment 2

project as it may look five vears following construction, when vegetation begins to become re-established.

As reflected in figure 1A and figure 1B, changes in Segment 2 are subtle. In this

example, the roadway would be raised up and repositioned further away from Hayfork Creek to minimize flooding effects. The slopes would continue to be gradual enough for vegetation to be re-established.

Segment 5, would experience the biggest change from current conditions. All the following visual simulations occur in Segment 5.



Existing conditions revealing frequent horizontal curves in narrow 1-lane portions of Segment 5



Visual simulation of how proposed project could improve sight distances while maintaining curves in roadway

As seen in this series of S-curves in figure 2A, the line of sight and lack of pullouts make meeting another car head-on a high probability. The proposed roadway project would continue to be curvy, though more gradual. The lack of mature trees on the new downward slope may open views across Hayfork Creek until the trees grow back over time. Other changes include guardrail in some sections, wider pavement width, drainage curbs, and more gravel turn-outs.

(By Popular Request, continued on following page)

## **Come See Us Again at the Trinity County Fair**

In August of 2002, the Federal Highway Administration (FHWA) hosted a booth at the Trinity County Fair to solicit input on the Hyampom Road Project. Two years later, the environmental analysis is almost finished, so the FHWA would like to provide an update in person, back at the Trinity County Fair. Come see the color versions of the visual simulations in person. The booth will be located in Building A.

Figure 2B: